

~~S-E-C-R-E-T~~

## REPORT

## CD NO.

DATE DISTR. 17 May 1955  
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NO. OF ENCLS  
(LISTED BELOW)

**SUPPLEMENT TO  
REPORT NO.**

**THIS IS UNEVALUATED INFORMATION**

- | f. Volume of traffic in January 1955 (figures in millions): |                          |                               |                                 |                   |
|---|--------------------------|-------------------------------|---------------------------------|-------------------|
|   | Total Freight<br>Traffic | Total<br>Passenger<br>Traffic | including<br>General<br>Traffic | S-bahn<br>Traffic |
| Number of passengers<br>carried                             | -                        | 91,166                        | 55,944                          | 35,222            |
| Ton/km  | 2,160                    | -                             | -                               | -                 |
| Passenger km  | -                        | 1,770                         | 1,272                           | 498               |

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2. In connection with the replacement of rails on the Ludwigslust-Wittenberge railroad line, the Lueblow-Rastow line section was reconditioned. The ties on this section had been laid in the fall of 1954. In February 1955, it was determined that the ties were not spaced properly. The ties had to be re-laid at an additional cost of 60,000 to 80,000 DEM. Within a period of a week, 5 rail breakages occurred on the reconditioned line section. 5
3. The following information was obtained on 10 March 1955:
  - a. A speed limit of 50 km was still in force for the newly laid second track between Halle and Magdeburg. The rails of this track could not be fastened properly because of a shortage of screws and rail spikes. 6
  - b. [redacted] electric train operations are to be resumed on the Magdeburg-Leipzig railroad line by the end of 1955. [redacted] a railroad construction office (Oberbauleitung), this target date will not be kept because material required for the construction of the overhead line is not available. 7
  - c. All difficulties arising out of the change of RBD boundaries have been overcome and railroad traffic was orderly during the reported period. 8
4. On 1 February, the Soviet type dispatcher system went into effect in the area of RBA 7, Frankfurt/Oder. The new system necessitated only a slight increase of personnel. 9
5. On 8 March, 15 to 17 type-52 locomotives and 4 cabooses were observed parked at Ruednitz railroad station. Some maintenance work was being done on the locomotives. 10
6. About 11:30 on 9 March, a total of about 200 empty two-axle flatcars with sidetracks were observed at three sidings of the new railroad station at Kietz. A sizeable number of empty freight cars were observed at almost all major railroad stations, especially on the Berlin-Frankfurt/Oder railroad line. Some of the cars parked there had not been observed in mid-February. Most of the cars seen were flatcars with side racks, but a small number of boxcars and four-axle flatcars was also seen. More specifically, about 50 cars each were seen parked at Fangschleuse, Hangelberg, Berkenbrueck and Briesen on 6 March and at Bernau on 8 March. 11
7. The following observations were made on 21 March:
  - a. The spans of the railroad bridge over the Oder River near Zaeckerick-Neuruednitz have been placed in position. Work on the reconstruction of the railroad bridge over the arm of the Oder River southeast of Warden will be started after the beginning of spring weather. In late February, temporary quartering buildings for construction workers were being erected. 12
  - b. The arrival of construction materials at Hohenwutzen indicates that bridge construction work will be resumed as soon as weather conditions permit. 13
8. Since 22 February, the Horka-Kohlfurt (Wegliniec) railroad line has been operated double-track. 14
9. On 20 February, it was observed that the tracks of the railroad viaduct over the Meisse River near Goerlitz were blocked by tree trunks. Moreover wooden buffer stops had been erected at the western end of the viaduct which was guarded by Soviet sentries. The loading ramp of the Goerlitz railroad station, which has been reconstructed, was not in use. 15

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1. Comment. [redacted] the following quantities of coal expressed in briquette units were consumed by steam locomotives:
- |                        |                |
|------------------------|----------------|
| October 1954           | 671,260 tons   |
| November 1954          | 709,649 tons   |
| December 1954          | 763,713 tons   |
| Fourth Quarter in 1954 | 2,144,622 tons |
- [redacted]
2. Comment. In August 1954, the following amounts of lubricants were consumed:
- |                       |            |
|-----------------------|------------|
| Mineral oil           | 357,407 kg |
| Superheated steam oil | 58,785 kg  |
| Saturated steam oil   | 18,108 kg  |
| Compressor oil        | 8,425 kg   |
| Total                 | 442,725 kg |
- [redacted]
3. Comment. [redacted] the GDR railroad net had the following length in November 1955:
- |  |              |
|--|--------------|
| Main railroad lines                    | 7,234.18 km  |
| Secondary railroad lines               | 7,205.90 km  |
| Total of standard-gauge railroad lines | 14,520.08 km |
| Narrow-gauge railroad lines            | 1,352.36 km  |
4. Comment. In December 1954, an average of 33,335 freight cars were dispatched per day and the average time required for round trips was 2.98 days. [redacted]
5. Comment. Information on the replacement of rails on the Ludwigslust-Wittenberge railroad line was transmitted previously. [redacted]
6. Comment. This information refers to the double-track Halle-Koethen line section. [redacted]
7. Comment. The re-electrification of this railroad line was included in the 1955 railroad construction plan. [redacted]
8. Comment. Information on the revision of RJD boundaries was transmitted previously. For last report, [redacted]
9. Comment. The introduction of the dispatcher system of the Soviet pattern has been under way for months. [redacted]
10. Comment. These locomotives belong to deactivated locomotive column No 3. These locomotives which are parked at Ruednitz are at the disposal of the Ministry of Railroads. [redacted]
11. Comment. It is believed that the cars observed belonged to the so-called "operative Güterwagenreserve" (reserve pool of freight cars). [redacted]
12. Comment. The completion of the bridge construction over the Oder River proper [redacted]. The reconstruction of the railroad bridge over the so-called "old Oder River" immediately east of Wriezen has become necessary in connection with the reconstruction of the dismantled single-track railroad line extending to the bridge over the Oder River at Zaeckerick-Neuruednitz. [redacted]

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13. [redacted] Comment. It is believed that this information refers to the highway bridge near Hohenwutzen which was included in the 1955 road construction program. [redacted] There was a railroad bridge at Hohenwutzen but it is believed improbable that this bridge will be reconstructed. 25X1

14. [redacted] Comment. [redacted] The double-track railroad bridge over the Neisse River near Horka has also been reconstructed. [redacted] 25X1  
[redacted] The Hoyerswerda-Horka railroad line is still single-track. 25X1

15. [redacted] 25X1

[redacted] 25X1

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